DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A2NM
Revision 18
BOEING
757-200 Series
757-200PF Series
757-200CB Series
757-300 Series
October 29, 1999

TYPE CERTIFICATE DATA SHEET A2NM

This data sheet, which is part of Type Certificate No. A2NM, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: The Boeing Company
PO Box 3707
Seattle, WA 98124

I - Model 757-200 (approved December 21, 1982)

Engines: 2 Rolls-Royce RB211-535-C-37, 2 Rolls-Royce RB211-535-E4-37, 2 Rolls-Royce RB211-535-E4-B-37, 2 Pratt & Whitney PW2037, or 2 Pratt & Whitney PW2040; refer the FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility.

Fuel: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Engine Ratings

	Takeoff static thrust standard day, sea level conditions (5 min) lb.	Maximum continuous static thrust, standard day, sea level conditions lb.
RR RB211-535-C-37	36,720	33,500
RR RB211-535-E4-37	39,610	35,205
RR RB211-535-E4-B-37	42,560	35,205
P&W PW2037	37,530	34,640
P&W PW2040	40,900	34,640

For engine operating limits see engine TC Data Sheet No. E12EU for the RR RB211-535-C-37, RB211-535-E4-37, or RB211-535E4-B-37 engine; TC Data Sheet No. E17NE for the P&W PW2037 or PW2040, or the FAA-Approved Airplane Flight Manual. Except for RR RB211-535-C-37 engine, the normal 5 minute takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the FAA approved Airplane Flight Manual.

Airspeed Limits: VMO = 350 KCAS/.86 M
VLE = 270 KCAS/.82 M
VLO = 270 KCAS/.82 M

For other airspeed limits, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

CG Range: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Maximum Weights: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Model	Eligible Serial Numbers
757-204	25623, 25626, 26266, 26267, 26962-26967, 27208, 27219, 27220, 27234-27238, 28836
757-208	24739, 24760, 25085, 28989, 29436
757-212	23125-23128

I. Model 757-200 (cont'd):

757-222	24622-24627, 24743, 24744, 24763, 24780, 24799, 24809, 24810, 24839, 24840, 24860, 24861, 24871, 24872, 24890, 24891, 24931, 24932, 24977, 24978, 24994, 24995, 25018, 25019, 25042, 25043, 25072, 25073, 25129, 25130, 25156, 25157, 25222, 25223, 25252, 25253, 25272, 25276, 25322, 25323, 25367, 25368, 25396-25399, 25698, 26641, 26644, 26647, 26650, 26653, 26654, 26657, 26660, 26661, 26664, 26665, 26666, 26669, 26670, 26673, 26674, 26677, 26678, 26681, 26682, 26685, 26686, 26689, 26690, 26693, 26694, 26697, 26698, 26701, 26702, 26705, 26706, 26709, 26710, 26713, 26717, 28142-28145, 28707, 28708, 28748, 28749, 28750, 28751
757-223	24486-24491, 24524, 24525, 24526, 24577-24617, 25294-25301, 25333-25343, 25695, 25696, 25697, 25730, 25731, 26972-26980, 27051-27058, 27446, 27447, 29423-29428, 29589-29594
757-224	27291-27302, 27555-27565, 27567, 28966, 28967, 28968, 28969, 28970, 28971, 29281-29285
757-225	22191-22211, 22611, 22612, 22688-22691, 27559
757-230	24737, 24738, 24747-24749, 25140, 25436-25441, 25901, 26433-26436
757-231	28479-28488, 29954, 30319, 30338
757-232	22808-22823, 22907-22920, 23612-23615, 23760-23763, 23993-23998, 24216-24218, 24372, 24389-24396, 24419-24422, 24972, 24991, 24992, 25012, 25013, 25034, 25035, 25141, 25142, 25331, 25332, 25977-25983, 26955-26958, 27103-27104, 27585, 27586, 27587, 27588, 27589, 29724-29728, 29911, 29970, 30187, 30318, 30337
757-236	22172-22190, 23227, 23398-23400, 23492, 23493, 23532, 23533, 23710, 23975, 24072-24074, 24101, 24102, 24118-24122, 24266-24268, 24370, 24371, 24397, 24398, 24771, 24772, 24792, 24793, 24882, 25053, 25054, 25059, 25060, 25133, 25592, 25593, 25597, 25598, 25620, 25806-25808, 28665-28667, 29113, 29114, 29115, 29941-29946
757-251	23190-23209, 23616-23620, 23842-23846, 24263-24265, 26482-26496
757-256	26239-26249
757-258	23917, 23918, 24254, 24884, 25036, 26053, 26054, 27622
757-260	25014, 25353, 26057, 26058
757-21B	24014-24016, 24330, 24331, 24401, 24402, 24714, 24758, 24774, 25083, 25258, 25259, 25884, 25888-25890
757-21K	28674
757-22K	28336, 28337
757-22L	29304, 29305
757-23A	24289-24293, 24527, 24528, 24566, 24567, 24636, 24923, 24924, 25287, 25487-25495
757-23N	27598, 27971- 27976, 29330, 30232, 30233
757-23P	28338, 30060
757-24Q	28463
757-25C	25898-25900, 27513, 27517
757-25F	28718
757-26D	24471-24473, 27152, 27183, 27342, 27681, 28446
757-27A	29607, 29608, 29609
757-27B	24135-24137, 24838
757-28A	23767, 23822, 24017, 24235, 24260, 24367-24369, 24543, 24544, 25621, 25622, 26269, 26274, 26275, 26276, 26277, 27621, 28164, 28166, 28171, 28174, 28203, 28833, 28835
757-28S	29215, 29216, 29217
757-29J	27203, 27204
757-2B6	23686,23687
757-2B7	25624, 25887, 26151, 26152, 26154, 26155, 26156, 26158, 26160, 26268, 26270-26273, 26633, 26634, 27122-27124, 27144-27147,27198-27201, 27244-27246, 27303, 27805-27811
757-2F8	23850
757-2G4	29025, 29027, 29028
757-2G5	23118, 23119, 23651, 23928, 23929, 23983, 24176, 24451, 24497, 26278, 28112, 29488, 29489
757-2G7	24233, 24522, 24523
757-2J4	25155, 25220
757-2K2	26330, 26633-26635
757-2M6	23452-23454
757-2Q8	24964, 24965, 25044, 25131, 25624, 26268, 26270-26273, 26332, 27351, 27599, 27620, 27623, 27624, 27625, 28160, 28162, 28163, 28165, 28167, 28168, 28169, 28170, 28172, 28173, 29377, 29380, 29442, 29443
757-2S7	23321-23323, 23566-23568
757-2T7	22780, 22781, 22960, 23293, 23770, 23895, 24104, 24105
757-2Y0	25240, 25268, 26151, 26152, 26153, 26156, 26158, 26160, 26161
757-2Z0	25885-25887, 27258, 27259, 27269, 27270, 27367, 27511, 27512, 29792, 29793

II - Model 757-200PF (approved September 3, 1987)

The Model 757-200PF (Package Freighter) is a derivative of the Model 757-200 and is designed for commercial transportation of palletized and bulk cargo. Major configuration changes from the Model 757-200 are as follows:

One main cargo compartment door, with an opening 134 inches wide and 86.5 inches high, is installed in the left side of the forward fuselage.

All passenger doors are deleted and a new crew entry door is added to the forward left side.

All passenger windows are deleted.

Passenger floor is modified for cargo pallets or containers.

A 9G cargo barrier is installed behind the flight deck.

The Maximum Zero Fuel Weight and Maximum Landing Weight are increased.

Engines: 2 Pratt & Whitney PW2037, 2 Pratt & Whitney PW2040, or 2 Rolls-Royce RB211-535-E4-37; refer to FAA-Approved Airplane Flight Manual for aircraft engine intermix eligibility.

Fuel: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Engine Ratings:

	Takeoff static thrust standard day, sea level conditions (5 min) lb.	**Maximum continuous static thrust, standard day, sea level conditions lbs.**
P&W PW2037	37,530	34,640
P&W PW2040	40,900	34,640
RR RB211-535-E4-37	39,610	35,205

For engine operating limits see engine TC Data Sheet No. E17NE for the P&W PW2037 or PW2040, engine TC Data Sheet No. E12EU for RR RB211-535-E4-37 or the FAA-Approved Airplane Flight Manual. The normal 5 minute takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the FAA approved Airplane Flight Manual.

Airspeed Limits: VMO = 350 KCAS/.86 M
VLE = 270 KCAS/.82 M
VLO = 270 KCAS/.82 M

For other airspeed limits, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

CG Range: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Maximum Weights: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Model	Eligible Serial Numbers
757-23APF	24456, 24635, 24868, 24971
757-24APF	23723-23732, 23851-23855, 23903-23907, 25281, 25324, 25325, 25369, 25370, 25457, 25459-25486, 27386-27390, 27735-27739, 28265-28269, 28842-28846
757-260PF	24845

III - Model 757-200CB (approved September 7, 1988)

The Model 757-200CB (Combi) is a derivative of the Model 757-200 and is designed for commercial transportation of passengers and a maximum of two cargo pallets.

A partition is installed between the passenger and main deck cargo.

Engines: 2 Rolls-Royce RB211-535-E4-37 engines.

III. Model 757-200CB (cont'd):

Fuel: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Engine Ratings:

	Takeoff static thrust standard day, sea level conditions (5 min) lb.	**Maximum continuous static thrust, standard day sea level conditions lb.**
RR RB211-535-E4-37	39,610	35,205

For engine operating limits see engine TC Data Sheet No. E12EU for the RR RB211-535-E4-37 or the FAA-Approved Airplane Flight Manual. The normal 5 minute takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the FAA approved Airplane Flight Manual.

Airspeed Limits: VMO = 350 KCAS/.86 M
VLE = 270 KCAS/.82 M
VLO = 270 KCAS/.82 M

For other airspeed limits, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

CG Range: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Maximum Weights: See the appropriate FAA-Approved Flight Manual listed in Note 2.

Model	Eligible Serial Numbers
757-2F8CB	23863

IV - Model 757-300 (approved January 22, 1999)

Engines: 2 Rolls-Royce RB211-535E4-B.

Fuel: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Engine Ratings:

	Takeoff static thrust, standard day, sea level conditions, (5 min), lbs.	Maximum continuous static thrust, standard day, sea level conditions, lb.
RR RB211-535E4-B	42,560	35,205

For engine operating limits see engine TC Data Sheet No. E12EU for the RB211-535E4-B engine; or the FAA-Approved Airplane Flight Manual. The normal 5 minute takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the FAA approved Airplane Flight Manual.

Airspeed Limits: VMO = 350 KCAS/.86 M
VLE = 270 KCAS/.82 M
VLO = 270 KCAS/.82 M

For other airspeed limits, see the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

CG Range: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Maximum Weights: See the appropriate FAA-Approved Airplane Flight Manual listed in Note 2.

Model	Eligible Serial Numbers
757-330	29012-29017, 30030

Da***ta Pertinent to All Models:***

Minimum Crew: Two (2) pilot and co-pilot.
For 757-200CB: The airplane minimum crew must include an individual who is dedicated, trained cargo fire fighter when cargo is carried in the main deck Class "B" cargo compartment. This required crew member is in addition to those required by FAR 121.385 and 121.391.

Maximum Passengers: For 757-200 and 757-200CB airplanes the total passenger capacity is limited to:
219 (Four pair of Type I exits)
239 (Three pair of Type I exits plus one pair of improved Type I exits at Door No. 2). See Note 5.
224 (Three pair of Type I exits plus two pair of Type III exits)
164 (757-200CB in two pallet main deck cargo configuration), limited by 25.807(c)
0 (757-200PF) 2 crew, 5 persons per Exemption No. 4808
For 757-300 airplanes, the total passenger capacity is limited to:
275 (Three pair of Type C exits, one pair of Type I exits and two pair of Type III exits).
295 (Two pair of Type C exits, one pair of Type B exits, one pair of Type I exits, and two pair of Type III exits).

Maximum Baggage/Cargo: See Weight and Balance Manual Boeing Document No. D043N302.

Fuel and Oil Capacities: See Weight and Balance Manual Boeing Document No. D043N302.

Maximum Operating Altitude: 42,000 ft.

Leveling Means: Two inclinometers, plumb bob support and target (scale), right main gear well.

Datum: Sta. 0.0, located 159 inches forward of airplane nose (B.S.159)

MAC: 199.7 inches

Control Surface Movements: **757-200 Series**: Control surfaces must be rigged in accordance with Boeing Drawings 251N1001, 251N2001, 251N3001, 251N4001, 251N5001, 254N1001, and 275N2001.
757-300 Series: Control surfaces must be rigged in accordance with Boeing Drawings: Lateral and Speedbrake Control 251N1018; Elevator Control System 251N2007; Rudder Control System 251N3038; Stabilizer Trim Control 251N2001

Certification Basis for 757-200:

Federal Aviation Regulations (FAR) Part 25 with Amendments 25-1 through 25-45 effective December 1,1978, except Section 25.109 Amendment 25-38, 25.345 Amendment 25-46, 25.351(a) Amendment 25-46, 25.365(e)(1) and (2) Amendment 25-54 (aft cargo compartment); 25.365(e)(1) and (2) Amendment 25-0 (forward cargo compartment) (See Note 11); 25.571 Amendment 25-45, 25.629 Amendment 25-46,25.697 Amendment 25-46, 25.733 Amendment 25-49, 25.803(c) and (d) Amendment 25-46, 25.901(d), 25.1103(a),(b)(2),(d), (e), and (f) Amendment 25-46, 25.1142 and 25.1522 Amendment 25-46.Federal Aviation Regulations (FAR) Part 36 with Amendments 36-1 through 36-12 effective August 1, 1981.

Special Federal Aviation Regulation 27.

Equivalent safety findings exist with respect to the following regulations:

25.791 Passenger Information Signs and Placards
25.803(c)(8) Emergency Evacuation Demonstration
25.807(c) Passenger Emergency Exits
25.809(f)(1)(ii) Escape Slide Automatic Erection
25.811(e)(1) Type III Exit Handle Illumination
25.811(f)(2) Exit Band Contrast
25.811(f) Door Sill Reflectance
25.813(C) Emergency Exit Access
25.853(c) Compartment Interiors

Certification Basis for 757-200 (cont'd)

25.1305(a)(4), (a)(6), (c)(1), and (c)(3) - Auxiliary Power Unit Instruments
25.1415(c) Survival Equipment
25.1415(d) Emergency Locator Transmitter (ELT)
25.1549(b) Powerplant and Auxiliary Power Unit Instruments

Exemption from FAR Part 25:

Exemption No. 5613 was granted on March 5, 1993
Exemption from FAR 25.1415(c) for survival kit attachment requirements. (Subject to Operational Procedures)

For 757-200PF: Same as 757-200 airplane plus FAR 25.783, as amended by Amendment 25-54, applicable only to the main deck cargo door, the crew entry door, and the flight deck first officer's No. 2 window; and FAR 25.723(a), Amendment 25-46.

Equivalent Safety Findings exist with respect to the following Regulations:

FAR 25.855(e) Cargo and Baggage Compartments
FAR 25.1447(c)(1) and (3) Equipment Standards for Oxygen Dispensing Units.

Exemption from FAR Part 25:

Exemption No. 4808 was granted on June 9, 1987 - Exemption from FAR's 25.783(g),25.807(c)(1), 25.809(f), and 25.813(b) - to allow the carriage in the flight deck of not more than five persons other than flight crew members.
Exemption No. 4808A granted on April 17, 1997 in addition allowed the removal of the escape slides and permitted the installation of inertia reels and harness for each occupant in lieu of a rope as the escape means as specified in Exemption 4808.
Exemption No. 4808B granted on November 5, 1998 clarified condition 3 in Exemption 4808A allowing that "initial and recurrent training may be via an oral briefing".

For 757-200CB: Same as 757-200 airplane plus 25.783 Amendment 25-54, applicable only to the main deck cargo door and FAR 25.783(a), Amendment 25-46.

Certification Basis For 757-300:

Part 25 as amended by Amendments 25-1 through 25-85 for the complete airplane with the exceptions listed below;

SECTION NO.	TITLE	AT AMDT. 25.-
25.101	General	92
25.105	Takeoff	92
25.109	Accelerate-stop distance	92
25.113	Takeoff distance and takeoff run	92
25.115	Takeoff flight path	92
25.365	Pressurized cabin load	54
25.519	Jacking and Tie-Down Provisions.	not part of the TC basis
25.562	Emergency Landing Dynamic Conditions.	85*
25.571	Damage Tolerance and Fatigue Evaluation of Structure.	45
25.735	Brakes	92
25.783	Doors.	23,85**
25.807	Emergency exits	88
25.810	Emergency egress assist means and escape routes	88
25.813	Emergency exit access	75,88***
25.853(d)(3)	Improved Flammability Standards for Material Used in	
25.858(a)	Cargo Compartment Fire Detection System	not part of the TC basis
25.1316	System Lightning Protection	85**
25.1419(c)	Ice Protection Flight Deck Indication	23
25.1533	Additional operating limitations	92

Certification Basis for 757-300 (Cont'd):

*Flight attendant seats are qualified to Technical Standard Order C127. Passenger and flight deck seats comply with 25.562(a),(b), ((c(1),(2),(3),(4),(7), and (8)). Flight deck seats also comply with § 25.562(c)(5). Stretchers are not required to comply with §25.562, for transporting non-ambulatory occupants.

**Applicable to new and significantly modified structure and systems and portions of the airplane affected by these changes. Where two amendment levels are shown for the same paragraph, the number without the asterisk (**) applies to structures, systems and portions of the airplane which are not new or significantly modified. The structure, systems, and components which comply with the later amendment will be identified in a Boeing drawing approved by the FAA and JAA.

***Boeing has complied with §25.813 at Amendment 25-88 except for §25.813(c) which used Amendment 25-75. In addition, Boeing is providing a 13 inch aisle with a 6½ inch offset with 2 inches of cushion compression to clear the exit opening. Or, two 6 inch wide passageways that lead to an unobstructed space adjacent to each exit. Also, Boeing has complied with the placarding requirements of §25.813(c)(3) at Amendment 25-88. (Reference Issue Paper C-5)

Part 34, through Amendment 34-1, effective July 31, 1995
Part 36, with Amendments 36-1 through 36-21, effective December 28, 1995
Special Conditions for the following subjects were issued in Renton, Washington and are applicable to the 757-300.

1. High Intensity Radiated Fields (HIRF)
2. Engine Torque Loads for Sudden Engine Stoppage

Equivalent Safety Findings: The equivalent Safety findings were proposed in accordance with §21.21. The following Equivalent Safety Findings have been identified for the 757-300 airplane:

25.21(b)	Proof of compliance
25.103	Stalling speed.
25.107(b)(1), (C)(3) & (g)	Takeoff speeds
25.111(a)	Takeoff path
25.119(b)	Landing climb: All-[engines]-operating
25.121(c),(d), & (d)(3)	Climb: One-engine-inoperative
25.125(a)(2)	Landing
25.143(g)	General
25.145(a), (a)(1), (b)(1) - (4), (b)(6), & (c)	Longitudinal control
25.147(a), (a)(2), (c), (d)	Directional and lateral control
25.149(c)	Minimum control speed
25.161(b), (c)(1), (c)(2), (c)(3), (d), & (e)(3)	Trim
25.175	Demonstration of static longitudinal stability
25.177(c)	Static directional and lateral stability
25.181(a), (b)	Dynamic stability
25.201(a)(2), & (b)(4)	Stall demonstration
25.207(b), (c), (d), (e), & (f)	Stall warning
25.231(a)(2)	Longitudinal stability and control
25.233(a)	Directional stability and control
25.237(a), (b)(1) and (b)(2)	Wind velocities
25.561	General
25.562	Emergency landing dynamic conditions
25.571	Damage Tolerance & Fatigue evaluation of structure
25.613	Material Strength Properties and Design Values
25.735(f)(2), (g)	Brakes
25.773(b)(1)(i)	Pilot compartment view
25.791 & 25.853	No ashtrays/Passenger Information Signs
25.810(a)(1)(ii)	Escape Slides-Manual Inflation at Low Sill Heights
25.811(f)	Emergency exit marking
25.812(b)(1)(i)	Emergency Lighting-Text Height to Stroke-Width Ratio
25.813(c)(1)	Emergency Exits/Emergency Exit Access-Cushion Compression
25.901(d)	Installation (Auxiliary Power Unit)

Certification Basis For 757-300: (cont'd)

25.933(a)(1)(ii)	Reversing Systems
25.1001(c)(1) & (c)(3)	Fuel jettisoning system
25.1103(e)	Induction system ducts and air duct systems - (APU)
25.1303(c)(1)	Airplane Overspeed Warning-unique aural warning
25.1305	Powerplant instruments
25.1323(c)(1), & (c)(2)	Airspeed indicating system
25.1325(e)	Static pressure systems
25.1337	Powerplant instruments
25.1389(b)(3)	Position light distribution and intensities
25.1522	Auxiliary power unit limitations
25.1549	Powerplant and auxiliary power unit instruments
25.1587(b)(2)	Performance information

Exemptions: Exemptions were requested in accordance with Paragraph 11.25. The following exemptions have been granted for the 757-300:

1. Floor Warpage for Flight Deck Seats Exemption from FAR 25.562(b)(2)(Exemption No. 28744, issued April 8, 1997).z

2. Partial exemption from FAR 25.1435(b)(1), Hydraulic Proof Pressure Test (Exemption No. 28761, issued February 25, 1997).

3. Ditching Equipment FAR 25.1415(c) Exemption No. 5613A, issued August 5, 1998).

4. Exemption from 14 CFR Paragraph 25.961(a)(5) to allow a temperature limitation of 85°F for JP-4 and Jet B Type fuels (Exemption No. 6867, issued February 24, 1999).

Data Pertinent to all Models:

Compliance with the following optional requirements has been established for all Models:

Ditching Provision	25.801 (Overwater operation can be approved when the aircraft has been equipped and has been approved according to FAR 25.801)
Ice Protection Provisions	25.1419

Production Basis: Production Certificate 700.

Required Equipment: The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft.

Service Information: Boeing Document "Structural Repair Manual" Document No. D634N201 is FAA-approved. Service Bulletins and other service information when FAA-approved will carry a statement to that effect.

Note 1. A current weight and balance report including list of equipment included in certificated empty weight, and loading instructions must be in each aircraft at the time of original certification and at all times thereafter except in the case of operators having an approved weight control system.

The aircraft must be loaded so that the C.G. is within specified limits at all times, considering fuel loading and usage, gear retraction, and movement of crew and passengers from their assigned positions.

Note 2. The aircraft must be operated in accordance with the FAA-Approved Airplane Flight Manual. All placards required in either the FAA-Approved Airplane Flight Manual, the applicable operating rules or the Certification Basis must be installed in the airplane.

Boeing Document No. D631N001 is the basic FAA-Approved Flight Manual for Model 757-200 airplanes powered by RB211-535-C-37 engines.

Boeing Document No. D631N002 is the basic FAA-Approved Flight Manual for Model 757-200 airplanes powered by P&W 2037 and P&W 2040 engines, and for Model 757-200PF airplanes powered by P&W 2037 and 2040 engines.

Data Pertinent to All Models (cont'd):

Boeing Document No. D631N005 is the basic FAA-Approved Flight Manual for Model 757-200 airplanes powered by RB211-535-E4-37 and RB211-535-E4-B-37 engines, and for Models 757-200PF and 757-200CB powered by RB211-535-E4-37 engines.

Boeing Document No. D631N007 is the basic FAA-Approved Flight Manual for Model 757-300 airplanes powered by RB211-535E4-B-37 engines.

Note 3. The FAA-approved Airworthiness Limitations Section (Section 9) of the Boeing Document D622N001-9 lists the required inspection thresholds for certain structural items, the retirement times for safe-life parts, and the Certification Management Requirements. All Boeing Model 757-200 airplanes must fully comply with this section. However, regarding the damage tolerance structural inspections contained in Chapter (B) of this section, all Boeing 757-200 production line number 765 and on, must comply with a particular revision of this section, namely Revision May 1997, or later FAA-approved revision. FAA intends to issue an Airworthiness Directive (AD) mandating compliance with the May 1997 Revision (or later FAA-approved revisions), applicable to all 757-200 aircraft with production line numbers lower than 765. All 757-300 airplanes must comply with the November 1998 (or later FAA-approved revisions) of Document D622N001-9.

Note 4. Crew procedures identified as required by engineering failure analyses in Document D230N405 must not be changed unless approved by FAA engineering.

Note 5. Door No. 2 must meet the requirements of FAR 25.807(a)(7)(ii) through (viii).

Note 6. Certification Maintenance Requirements (CMR): The CMRs are listed in either the FAA-approved Section 9 of the Maintenance Planning Data document D622N001-9 (Airworthiness Limitations and Certification Maintenance Requirements), or the applicable engine Type Certificate Data Sheet. The more restrictive requirement from these two documents shall be in force.

Note 7. There are service bulletins which call for modifications which do not comply with the Type Certification Basis. These service bulletins are listed in Boeing Document D624N001 titled "Service Bulletin 757". The records of airplanes imported into the United States should be reviewed to ensure compliance, if the non FAA-approved service bulletins modifications have been installed.

Note 8. Airplane line numbers 182, 189, and on, were manufactured on or after August 20, 1988, and airplane line numbers 258, 306 and on, were manufactured on or after August 20, 1990. Reference FAR 121.312(a)(1) and (2), Amendment 121-198. Airplanes 306 through 317 are exempt (Exemption No. 5176A). See Service Bulletin Index Part 3 for cross reference of line number to airplane serial number.

Note 9. The type design reliability and performance of the Model 757-200, -200PF, -200CB, and -300 series airplanes have been evaluated in accordance with FAA Advisory Circular 120-42A and found suitable for Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document D011N002 CONFIGURATION, MAINTENANCE, AND PROCEDURES FOR EXTENDED RANGE (ER) OPERATION".

Note 10. The Model 757-300 series has been approved to operate in "Reduced Vertical Separation Minimum" (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to draft Advisory Circular (AC) 91-RVSM, titled "Approval of Aircraft and Operators for Flight in Airspace Above Flight Level (FL) 290 Where a 1,000 Foot Vertical Separation Minimum is Applied."

Note 11. The aft cargo compartment is certified for a 6.2 square foot opening. The forward cargo compartment is certified for a 5.7 square foot opening. (Reference FAA Letter ANW-120S:8110-5, dated December 17, 1980.

Note 12. The location of the flight attendant seats demonstrated to comply with the direct view requirements of FAR 25.785(h)(1); for the Boeing 757-300, are shown on the manufacturers "Interior Certification Diagram".

Note 13. For 757-300 only: For non-flight operations, static engine thrust is limited to 1.2 EPR when the ambient air temperature is 110°F or more.

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